

THINK OF THIS.

Are You Entirely Contented with Yourself?

There Is a Good Reason for Your Present Condition.

You Can Better It if You Want to and Very Easily.

There is nothing which keeps people down so much as poor health. If the nerves are weak, if the stomach, liver, bowels or kidneys fail to do their work properly or for any reason they feel badly they must do something to get well.

Don't wait and learn by bitter experience how dangerous it is to trifle with disease. Read the peculiarly sad experience of Mrs. Helene T. Henry, of 21 Astor street, West Indianapolis, Ind., and her wonderful recovery:

"Several years ago I was afflicted with stomach, female weakness and nervousness. I could not sleep nights and was in a fearful condition. My limbs would draw and I would be like ice. I could not find a moment and was a wreck. I had no appetite and what little food I ate distressed me.

"I was growing very thin and losing all the color in my face. I came to the conclusion I was going to die. I doctored with the most eminent physicians, but received no benefit and was terribly discouraged. I heard of Dr. Greene's Nervura blood and nerve remedy and the wonderful good it was doing, and decided to try it.



"In a short time I began to improve. I used three bottles and could then sleep well; my appetite was good, my food digested all right and my nerves were strong. I was entirely cured by Dr. Greene's Nervura blood and nerve remedy.

"A friend of mine, Mrs. M. Doan, has also been greatly benefited by this medicine. She says she could not do her own work without it. Another friend, Mrs. Thomas Damon, living on the same street with us, has been wonderfully benefited by it. I advise every one to use this remedy; its effects on the system are marvelous.

"The one medicine in the world which will cure you and make you strong and vigorous is Dr. Greene's Nervura blood and nerve remedy. It is used and prescribed by physicians all over the world, and is acknowledged by them to be the best, surest and safest medicine in existence.

Use it and you will be made well. It is the discovery of Dr. Greene, of 31 West Fourteenth street, New York city, the most successful specialist in curing nervous and chronic diseases. He can be consulted free, personally or by letter.

\$10,000,000 REQUIRED

THE OLCOTT-EARLE PLAN FOR RE-ORGANIZING THE READING.

Important Meeting of the Chicago and Ohio River Traffic Association—East-Bound Shipments.

The Olcott-Earle committee has made public its plan for the reorganization of the Reading Railroad Company. The amount of receiver's certificates and interest thereon, to the 31st of August, is \$2,578,824; the amount of floating debt and the interest thereon, to Aug. 31, is \$3,900,445, making a total of \$7,479,269. The amount of car trusts now outstanding is \$7,533,983, payable in six years. The annual fixed charges are \$10,477,500. In order to raise about \$8,000,000 to pay off the principal and interest of the receiver's certificates and the principal and interest of the secured floating debt, and also about \$2,000,000 to pay off such equipment notes and car trusts as may not be extended, the income bondholders and the stockholders are required to contribute \$10,000,000.

Authority to Reduce Rates.

Railroad Gazette. Railroads often have themselves largely to blame when the lawmakers try to reduce the profits on transportation, and the recent action of the all-rail lines between Indianapolis and Chicago seems to be another illustrative instance. They have been furiously fighting the Lake Erie & Western on excursion business, because that line had the tendency to reduce the rate on business to Chicago via Michigan City, and thence via boat at a rate of \$2.50 for the round trip. While it is possible, as is claimed, that the all-rail routes have forced the Lake Erie & Western to carry passengers from Indianapolis to Michigan City and return for nothing, that line has refused to go out of the business, and the result has been that instead of one or two small excursion boats, such low rates have been made that a large share of the shoppers of Indianapolis have been carried to Chicago and back during the past few weeks. This has increased the local merchants at Chicago, who now threaten to retaliate on the roads by bottling the Legislature of Indiana to fix a maximum passenger rate of 2 cents a mile. The legislators will assume, as a matter of course, that abundant proof has been furnished that a local rate of 2 cents a mile is remunerative, for have not the roads themselves voluntarily made rates less than 3 1/2 cents a mile. This territory would seem to be a good field for some missionary to go to and propagate the doctrine that the roads west of Chicago are trying to live up to, that only the president of the road should reduce the rate to the rate of 2 cents a mile, and that the roads east of Chicago, which these cuts were ordered by president, they suggest that those officers be supplied with pencils and the recorder of many wailing and the ax they will make the blows milder and less frequent if, by some magic, all hands could be induced to try

A good deal of interest is manifested in what will be the policy of the Cincinnati, Hamilton & Dayton syndicate, which syndicate will control the Queen & Crescent road, dating from Oct. 1. It is still thought that the road will be operated independently, at least so far as subordinate officers are concerned.

Directors of the Missouri, Kansas & Texas road have incorporated the Southwestern Mineral railway. The road, it is expected, will be completed within a year, and will extend from Joplin, Mo., to Parsons, Kan. It will be a branch of the "Katy," and give that line access to the Cherokee coal district in northeastern Kansas. The new company is capitalized at \$200,000.

F. D. Adams, the veteran master car builder of the Boston & Albany, last week, celebrated the fiftieth anniversary of his marriage and was the recipient of many gifts. One was a handsomely bound volume containing one of its parchment

leaves, in embossed and ornamental letters, the greetings of the executive committee of the Master Car Builders' Association, of which Mr. Adams was one of the founders and many years its president.

An Important Meeting Called.

J. F. Tucker, commissioner of the Chicago and Ohio River Traffic Association, has called a meeting of the freight men connected with the roads in the association at the Bates House, Indianapolis, on Thursday, Sept. 27. At this meeting thirty-eight subjects will come up for consideration, mostly relative to rate matters. The commissioner urges that there be a full attendance. A few months ago it was decided to change the place of holding the Chicago and Ohio River Traffic Association meetings from Indianapolis to Chicago, and it is now held in Indianapolis. It has been very difficult to get a quorum to do business at Chicago, whereas at Indianapolis there was no difficulty in getting attendance. Hereafter the meetings of this association, both freight and passenger, will be held in Indianapolis.

East-Bound Shipments.

East-bound shipments from Chicago, last week, amounted to 32,472 tons, against 31,328 tons for the preceding week, and 48,208 tons for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 3,596; Wabash, 4,234; Lake Shore, 5,000; Port Wayne, 5,574; Panhandle, 7,269; Baltimore & Ohio, 3,305; Grand Trunk, 7,011; Nickel Plate, 6,999; Erie, 7,731; Big Four, 2,572. Shipments were made up of the following articles in tons: Flour, 5,438; grain and mill stuffs, 16,092; provisions, 2,158; butter, 1,279; hides, 2,457; lumber, 7,767; miscellaneous, 2,284. Lake shipments for the week were 12,026 tons, against 28,551 tons for the preceding week.

Mr. Grammer Accepts.

Capt. G. J. Grammer, of Evansville, assistant general manager of the Chesapeake & Ohio Southwestern railroad, with headquarters at Louisville, has accepted the appointment of general freight agent of the Lake Shore & Michigan Southern road, with headquarters at Cleveland. His successor on the Chesapeake & Ohio Southwestern is not known. He will probably assume the new office about Oct. 1.

A Big Week's Business.

The official report of J. R. Cavanaugh, superintendent of car service of the Big Four lines, shows that in the week ending Sept. 22 there were handled on the Big Four proper 22,777 loaded cars, against 23,824 in the corresponding week of 1933, an increase over 1933 of 4,533 cars. To find a week in which business was as heavy it is necessary to go back to 1932.

Personal, Local and General Notes.

There Haute has another ticket scalping office. It was opened yesterday by V. N. Griffith.

Oscar Murray, vice president of the Big Four, was in the city yesterday, en route to Chicago.

The stockholders of the Lake Erie & Western will hold their annual meeting in Peoria, Wednesday, Oct. 3.

George Washington, an engineer on the Wabash road, has quit railway service and purchased a farm near Lafayette.

E. M. Roberts, superintendent of motive power of the South Carolina & Georgia, has resigned, to take effect Oct. 1.

The Big Four, by its all-rail line and its Benton Harbor branch, on Saturday last carried 1,235 excursionists to Chicago.

John Trindle, the veteran passenger conductor of the Wabash, who has been off on vacation took his train again yesterday.

P. D. Freeman, of Chicago, yesterday took charge as city passenger agent of the Pennsylvania and Vandalia lines at Indianapolis.

The Big Four company has offered \$150 an acre for several hundred acres of land in Benton county, where coal has been discovered.

In the week ending Sept. 22 there were transferred over the Belt road 13,533 cars, and Belt road engines handled 894 carloads of stock.

The Grand Rapids & Indiana earned in the second week of September \$4,936, against \$3,515 in the second week of September, 1933.

S. H. Church, secretary of E. R. Taylor, general superintendent of transportation of the Pennsylvania lines west of Pittsburg, is in the city.

The Western New York & Pennsylvania, has in the last ten days contracted for new iron bridges to be built along its line to connect New York and Pennsylvania.

W. H. McDool, general manager of the Louisville, New Albany & Chicago, who has been in New York for several days, returned yesterday.

J. N. King, division superintendent of the Lehigh Valley, will retire from that position Oct. 1, to take effect Oct. 1.

C. F. Crocker, first vice president of the Southern Pacific, is arranging his affairs to make a trip around the world. He expects to be away two years.

The West Shore road yesterday commenced running all its shops ten hours for over a year they have been running but eight hours and part of the time have been idle.

On Oct. 1 C. H. Hagerly will take the position of district passenger agent of the Pennsylvania lines at Louisville and A. A. Anderson the position of city ticket agent at that point.

The office of superintendent of telegraph on the Wisconsin Central has been abolished, and F. J. Haven, the incumbent, has been transferred to the position of superintendent at St. Paul.

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HOW NEWS IS GATHERED.

Mr. Williams, Editor of the News, Lectures at Butler.

The second lecture of the fall course at Butler University was delivered yesterday morning, in the chapel, by Mr. Williams, editor of the Indianapolis News, the subject being "News Gathering." The lecture was a thorough and comprehensive account of the methods employed by modern newspapers in collecting and in distributing news material, giving an interesting explanation of the co-operative system and detailing the methods of the Associated Press. The state of the newspaper at the close of the war, when nearly everything that gives a modern newspaper its value was conspicuous by its absence, was compared to existing conditions, which demand that the newspaper shall furnish accounts of whatever man is interested in, be it political, social, scientific or commercial. The lecture has a human interest in it, in that it is material for the paper of to-day.

The capabilities and conveniences of the length. The possibilities of the newspaper are shown to be unlimited, and the mistakes sometimes made in interpreting the abbreviations were illustrated by typographical errors. After outlining the routine work of every day on a newspaper, Mr. Williams narrated some of the extraordinary events often necessary in order to gain latest intelligence, mentioning some special achievements in expedition and endurance. Of the question as to whether the newspaper may be treated as literature, it was said that although the great mass is only printed matter of ephemeral news, yet the papers contain much that is of permanent value. Editorials, reviews, essays, reports, even dispatches are often bits of real literature.

In closing, Mr. Williams said that the thing of prime importance to any newspaper is to get the facts of the day, the occurrence reported, endeavoring to report honestly and without bias.

AMUSEMENTS.

Grand—"A Back Number."

Willie Collier has leaped from farce-comedy to the comedy drama at a single bound and scored a success. "A Back Number," the name of his play, given at the Grand last night for the first time in this city, fully sustains the flattering notices sent ahead of the production. Edward P. Kider, who also wrote "The Poor Relation" and "A Peaceful Valley" for Sol Smith Russell, has fashioned a clever bit of comedy that fits Collier to a nicety. It is a far more interesting story than that that has been told in "A Peaceful Valley" and has some modern dramatic merits lacking in "The Valley." The author has carefully avoided any of the long, sermon-like speeches which have been recently inflicted by some to make up for questionable comedy.

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